

REMARKS

Claims 1-4, 7-15, 18-19, 21 and 23-24 have been amended. Claims 1-24 remain for further consideration. No new matter has been added.

The objections and rejections shall be taken up in the order presented in the Official Action.

1. Acknowledgement that claims 1-24 are pending before the Office is correct.
- 2-3. Claims 1-2, 5-19 and 24 currently stand rejected under 35 U.S.C. §103(a) as allegedly being obvious in view of the subject matter disclosed in U.S. Patent 6,298,305 to Kabada et al (hereinafter "Kabada") combined with the subject matter disclosed in U.S. Patent 6,128,571 to Ito (hereinafter "Ito").

Claim 1 recites a navigation system for use in a motor vehicle. The navigation system recited in amended claim 1 includes, inter alia:

"a first non-volatile memory unit that stores a basic navigation database including road map information;
a communication unit that receives supplemental navigation data including detailed information of digital road maps, and provides received supplemental navigation data; and
a second non-volatile memory unit that receives and stores said received supplemental navigation data;" (cl. 1, emphasis added).

Significantly, the claimed navigation system includes a first non-volatile memory unit and second non-volatile memory unit that store navigation *data*. It is recognized that Kabada fails to disclose first and second memory units (see Official Action, pg. 2). It is then alleged, "[h]owever, Ito et al disclose a first memory unit [that] stores a basic navigation database including road map information, and; a second memory unit [that] receives and stores received

supplemental navigation data (see column 8, line 35 – column 9, line 29; column 11, line 55 to column 14, line 25);...” (Official Action, pg. 2). It is alleged that the RAM 5 disclosed in Ito is the second memory unit. It is further alleged in the Official Action that a skilled person would have modified Kabada to include the first and second memory units allegedly disclosed in Ito (see Official Action, pg. 3). However, a fair and reading reveals that Ito fails to disclose a first and second *non-volatile* memory unit.

As illustrated in FIG. 1 of Ito, the navigation system 1 includes a map information storage unit 37, which is sub-divided into a plurality of blocks 38a, 38b and 38c. Ito discloses that “[t]he information storage unit [37] may be structured from not only an optical memory such as a compact disc read-only memory (CD-ROM), but also any one of other types of devices, for example, an integrated circuit (IC) memory, a semiconductor memory such as an IC card, a magneto-optical disk drive module, or a magnetic recording device such as a fixed disk or “hard disk” drive unit.” (col. 11, lines 10-16). Hence, blocks 38a-38c are simply logical regions within the physical memory device 37. By definition, the RAM 5 disclosed in Ito stores only volatile data. That is, the RAM 5 is incapable of retaining its contents following the removal of power.

An advantage of the non-volatile memory is that navigation data located in the first and second memory units is present immediately following start-up of the vehicle. That is, it is not necessary to first receive the supplemental navigation data following start-up of the vehicle, since the supplemental navigation data stored in the second memory has been retained, and thus available immediately after starting-up the vehicle. Without the non-volatile second memory unit, the vehicle navigation system would have to wait for supplemental navigation data be received again via the communication unit and stored in the second memory unit. Storing the supplemental navigation data in non-volatile memory is an important factor that enhances the

functionality of the navigation system. Therefore, assuming for the moment without admitting that Kabada and Ito are properly combinable as alleged in the Official Action, the resultant combination of Kabada and Ito still fails to disclose a second non-volatile memory unit as claimed.

A skilled person would also not have been motivated to replace RAM with a non-volatile memory device, since as shown in FIG. 1 of Ito the central processor 1 of Ito already includes Flash EEPROM 3. Therefore, a fair and proper reading indicates that Ito purposely selected volatile RAM 5 to compliment the non-volatile Flash EEPROM 3. Such a design decision is often made since RAM is less expensive and faster than Flash EEPROM. Accordingly, it is respectfully submitted that a skilled person would not have been motivated to replace the RAM 5 of Ito with a non-volatile memory device, since Ito made the deliberate decision to the separate and distinct RAM 5 to store certain information, rather than the Flash EEPROM 3.

Claim 23 recites a method that includes:

“storing in a first non-volatile memory unit connected to the navigation computer, a basic database that includes digital road map information, which is needed to calculate the driving route;

receiving data supplementary to the basic database, such as detailed information of digital road maps, over a network connection to a communication unit that is connected to the navigation computer; and

storing the received supplementary data in a second non-volatile memory unit that is connected to the navigation computer.” (emphasis added, cl. 23).

Significantly, this method involves storing navigation related data in first and second non-volatile memory units. Accordingly, it is respectfully submitted that claim 23 is patentable for at least all the same reasons as claim 1.

Claim 24 recites a navigation system for use in a motor vehicle that receives starting position data and destination position data and computes driving directions between the starting and destination positions. The navigation system includes, inter alia:

“a first non-volatile memory unit that stores a basic navigation database including road map information;

an RF receiver that receives supplemental navigation data including digital road maps, and provides received supplemental navigation data; and

a second non-volatile memory unit that receives and stores said received supplemental navigation data;

means for outputting said driving directions to the user.” (emphasis added, claim 24).

It is respectfully submitted that claim 24 is patentable for at least all the same reasons as claim 1.

4. Claim 3 currently stands rejected under 35 U.S.C. §103(a) in view of the combined subject matter disclosed in Kabada, Ito and U.S. Patent 6,1287,969 to Van Roekel (hereinafter “Van Roekel”).

It is respectfully submitted that this rejection is now moot, since claim 1 is patentable for at least the reasons set forth above.

5. Claim 4 currently stands rejected under 35 U.S.C. §103(a) in view of the combined subject matter disclosed in Kabada, Ito and U.S. Patent 6,366,622 to Brown et al (hereinafter “Brown”).

It is respectfully submitted that this rejection is now moot, since claim 1 is patentable for at least the reasons set forth above.

6. Claims 20-22 currently stand rejected under 35 U.S.C. §103(a) in view of the combined subject matter disclosed in Kabada, Ito and U.S. Patent 6,334,089 to Hessing (hereinafter "Hessing").

It is respectfully submitted that this rejection is now moot, since claim 1 is patentable for at least the reasons set forth above.

For all the foregoing reasons, reconsideration and allowance of claims 1-24 is respectfully requested.

If a telephone interview could assist in the prosecution of this application, please call the undersigned attorney.

Respectfully submitted,



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